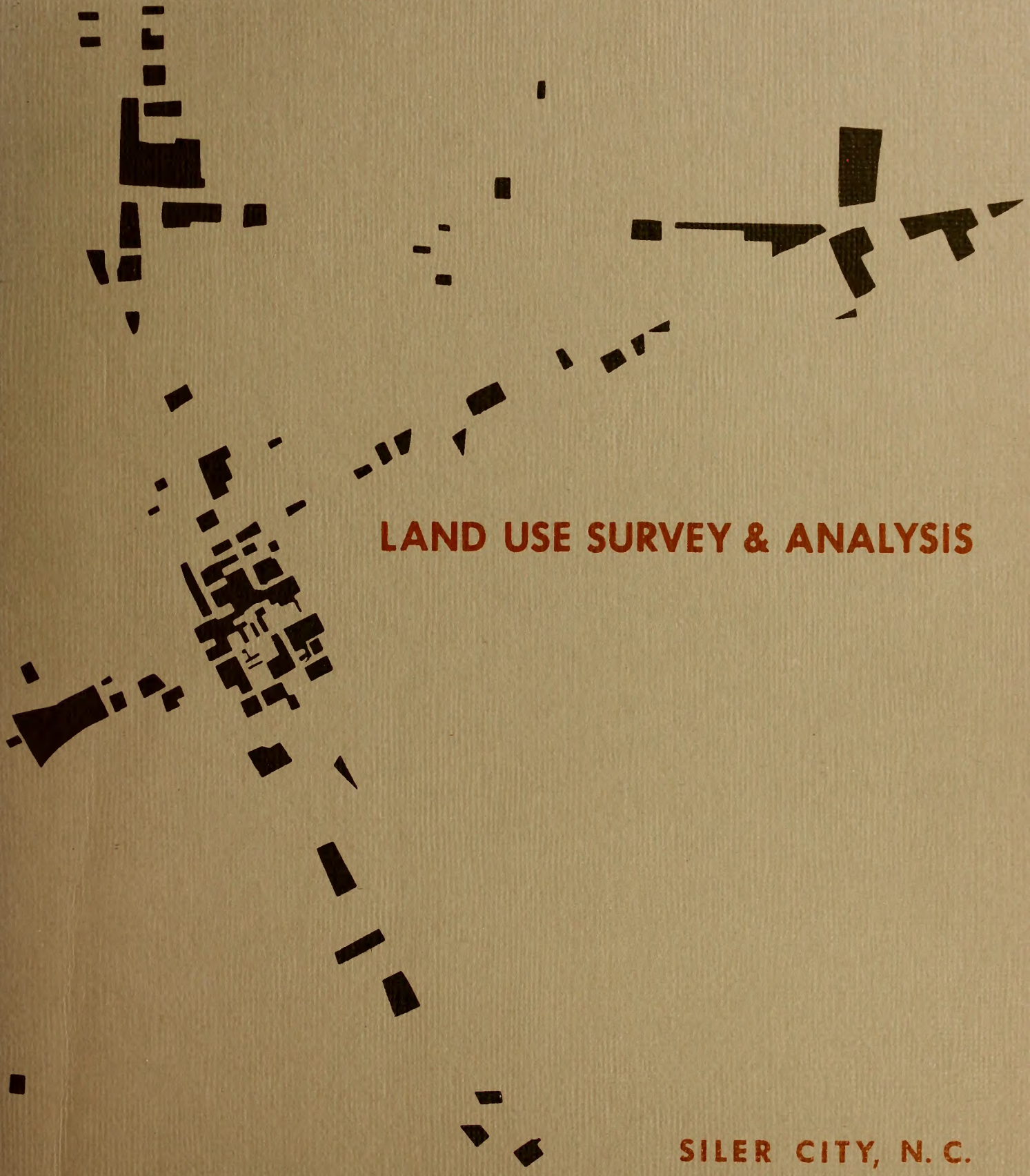


LAND USE SURVEY & ANALYSIS

SILER CITY, N. C.

LAND USE SURVEY AND ANALYSIS
SILER CITY, N. C.

Cover design:

Shown on the front cover of this report is the pattern of commercial land use within Siler City's corporate limits. The pattern depicts a compact cluster of shapes which is the central business district of downtown Siler City. To the left of this cluster is a large dark area which represents the commercial property in the shopping center. From these two more or less nodal points, the pattern extends in three different directions in the form similar to the talons of a bird of prey. The process of outward moving commercial land use can be compared to the extension of the claw as it seeks to bring more into its grasp. Clusters at the tips of two of the projections are representative of the commercial properties where U. S. 421 and U. S. 64 cross (upper left) and the commercial cluster near the drive-in theater (upper right) where U. S. 64 business and bypass routes come together. The fingers of commercial land use in Siler City extend out from the downtown along U. S. 421 and business route U. S. 64. Each of the individual shapes is either single property or a group of properties that are used for commercial purposes.

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S58n

PREPARED FOR:

The Town of Siler City, North Carolina

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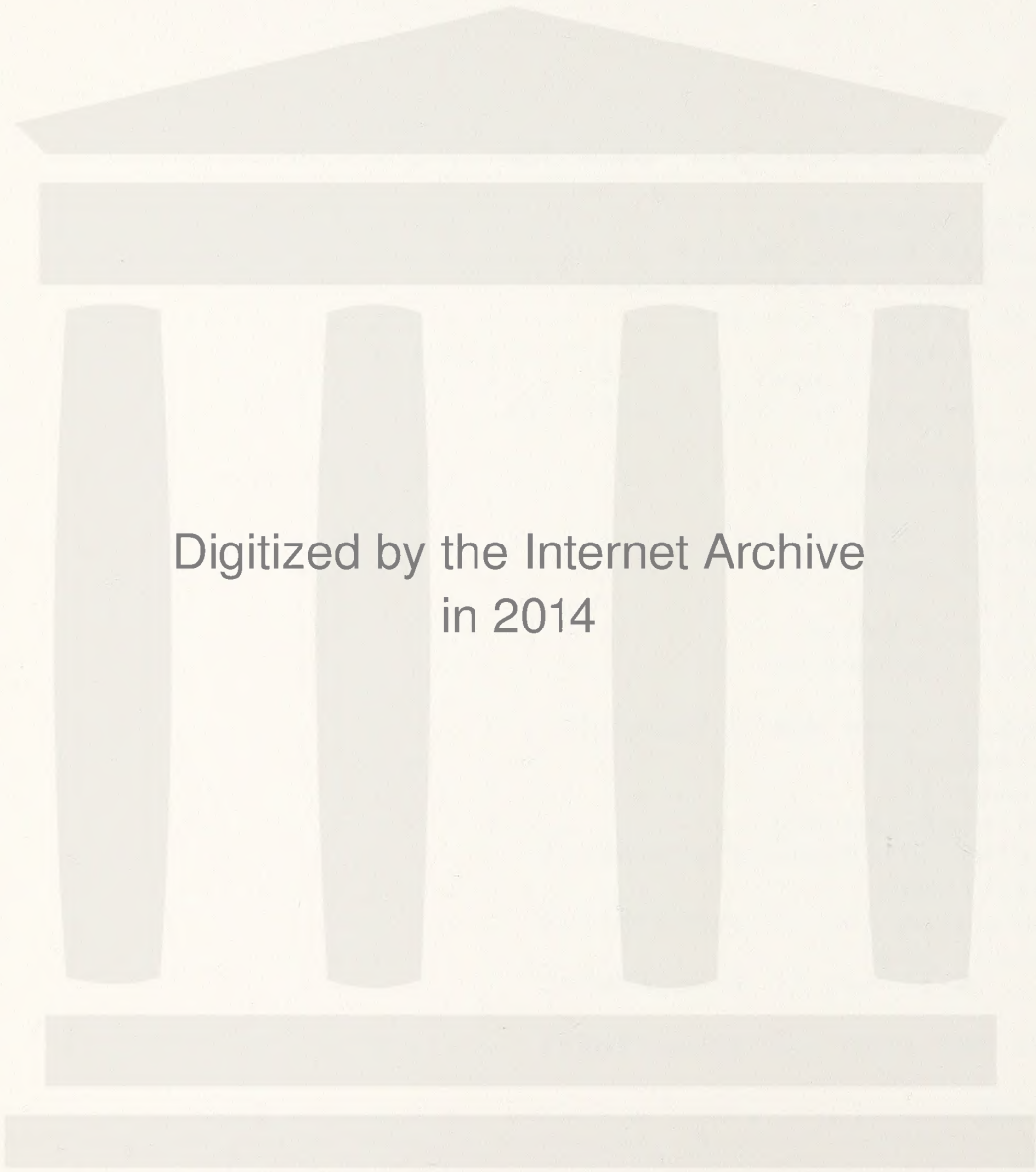
* Responsible for this report.

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TABLE OF CONTENTS

	Page
THUMBNAIL SKETCH	
PREFACE	
INTRODUCTION	1
GEOGRAPHICAL PERSPECTIVE: LOCATION	3
HISTORICAL SKETCHES	5
Chatham County Origin	5
Pittsboro's Early History	5
Siler City's History	6
Population	7
Early Industry	9
Growth Through Annexation	11
THE PLANNING AREA	12
GEOGRAPHICAL INFLUENCES	13
Climatology	13
Soils	17
Drainage Areas	25
Slope Conditions	27
THE SURVEY: LAND USE CATEGORIES	29
Residential	35
Commercial	45
Office-Financial	49
Social-Cultural-Governmental	51
Industrial	53
Communication-Transportation	55
Vacant Land	57
Barriers to Development	59
THOUGHTS FOR LAND USE DEVELOPMENT	61
CONCLUSION	69


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LIST OF TABLES

Table		Page
I	Population of Siler City	7
II	Population Counts for Center and Mathews Townships, and Chatham County, 1870-1960	8
III	Climatic Summary for Siler City	14
IV	Developed and Undeveloped Land Use for the Siler City Planning Area	31
V	Residential Dwelling Units	35
VI	Residential Building Permits	38
VII	Residential Acreage and Units by Type of Dwelling Unit for Siler City	43
VIII	Vacant Land, Siler City Planning Area	59

LIST OF MAPS

Map	Page
Siler City in Relation to the Piedmont Crescent	2
Map of Annexations	10
General Soil Map	20
Soil Interpretation for Urban Development	22
Existing Land Use	28
Subdivision Map	36
New Residential and Commercial Construction (In Town), 1963-1967	40
Nonwhite Housing Areas	42
Traffic Volume Map	56
Water System	60
Sewerage System	62

THUMBNAIL SKETCH

Siler City, North Carolina

Location: near center of state, in eastern Piedmont, close to major cities of the "Piedmont Crescent"

County: Chatham

Population within the incorporated area - 1965: estimated 5,000

Estimated planning area population: 7,000

Incorporated: 1887

Type of town government: mayor-commissioner form

Approximate size of planning area: 15 square miles

Area of city - 1967: 4 square miles

Chief economy: furniture, poultry, textiles

Industry: 18 manufacturing plants in Siler City employing about 2,850 workers

Major transportation arteries: U. S. 64, 421, branch of Southern Railway, local airport with a lighted 3,800 foot runway

PREFACE

This report is the first in a series of four planning studies undertaken in Siler City, North Carolina, by the Division of Community Planning of the North Carolina Department of Conservation and Development. Work elements to be accomplished over the next two years include the following:

Base Mapping
Land Use Survey and Analysis
Population and Economy Study
Land Development Plan
Zoning Ordinance

To date, the base mapping has been completed. This map work is drawn to a scale of 1 inch to 400 feet for the town and area one mile beyond the town limits. With this, the town has an accurate starting point for undertaking planning studies and for making decisions in coordinating facilities and utilities during the coming years.

The planning assistance for Siler City is being financed partially by the Town of Siler City with the remaining financial assistance being a Federal grant from the U. S. Department of Housing and Urban Development under the Urban Planning Assistance Program authorized by Section 701 of the Housing Act of 1954, as amended.

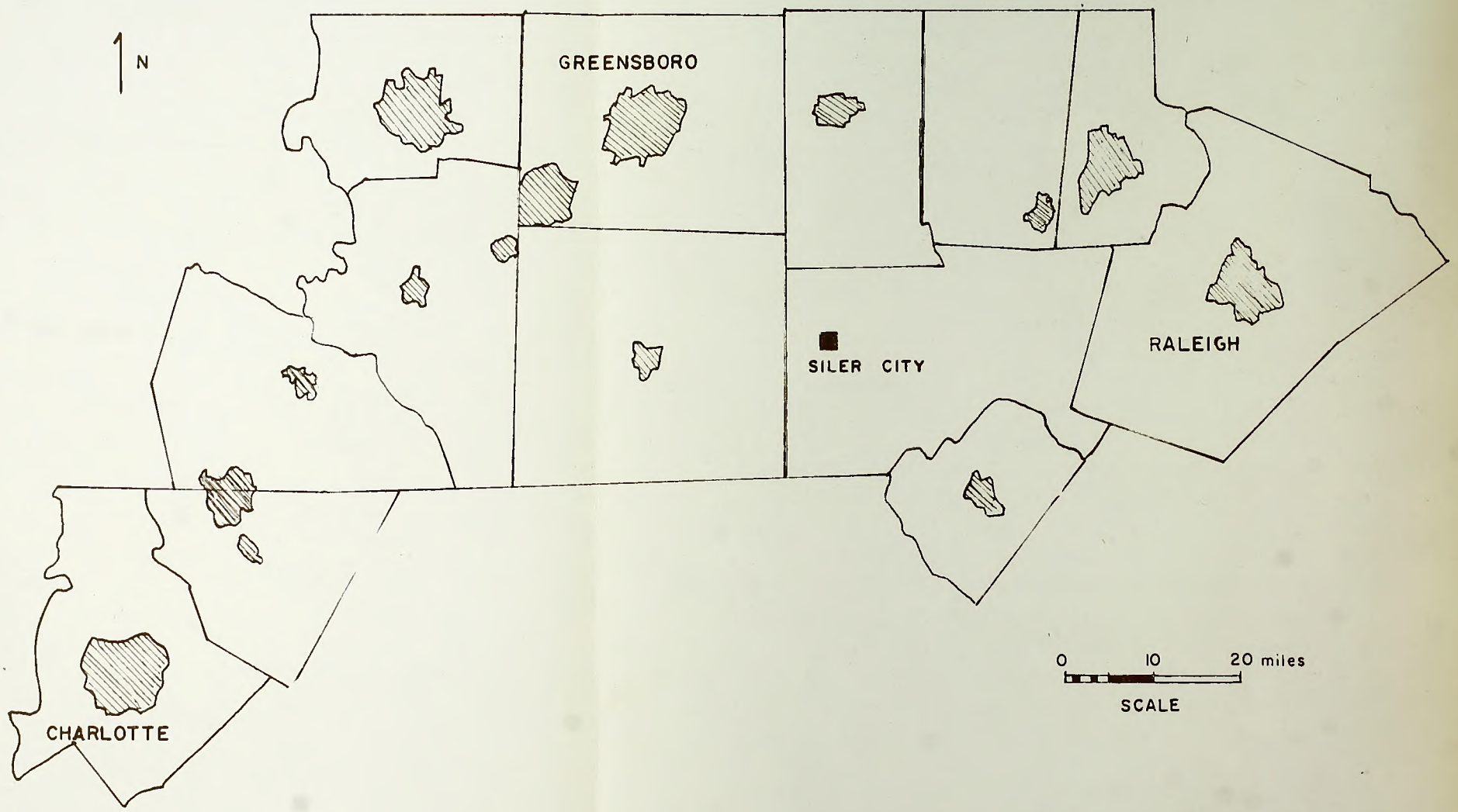
INTRODUCTION

You, as a Siler City resident, may know that there are gas stations on the corner of North Second Avenue and East Third Street, on North Second Avenue and East Sixth Street, and at the point where N.E. Second and N.W. Second Streets split to parallel each other. You may also know that a church is located near the heart of the central business district, that the closest elementary school to your house is on business route 64, and that there are eight houses on your block. Or, if you were not sure of that, you probably are positive that all of Siler City's clothing stores are within two blocks of each other.

But what do you, as a resident of this community, know about the total picture? What are the inter-relationships of commercial, industrial and residential land uses? Also, are parks or playgrounds located in all residential neighborhoods or do some citizens have to drive across town to use such a facility? Are all schools located in residential areas so that they may serve the larger population concentrations? What is the relationship of vacant land to developable land? Is most of the vacant land in large parcels or in scattered lots in developed areas? Must future development in the Siler City Planning Area take place in the fringe rather than within the town limits where services are already provided? Has development been haphazard or have growth patterns been of no detriment to the functioning of the community? Are there undeveloped areas within the town that would be suitable to residential development (or commercial, or industrial) and could benefit immediately by using city water and sewerage services?

Enumerated above are some of the questions this report will answer along with questions which provoke reasoning to plan for future needs of the community. The information

PIEDMONT CRESCENT



herein provides the community with a document of what does exist in terms of land usage and in what amounts it does exist. This inventory is essential for any meaningful and effective future physical planning for the community. Together, the inventory and analysis of the collected data are the basis of the future land development plan and the zoning ordinance. In addition, the information will be used to determine the types of activity needed for the future and for the development of vacant land.

The information base will aid town officials in that it realizes problem areas and points out poor conditions and facilities where they exist. The information will aid investors by guiding their purchase of land and buildings to meet the future needs of the community and by providing civic leaders and town officials with evidence of what has been done and what needs to be done in the community to make the facilities of the town of most service to its populace. Knowledge of the existing land use remains the most basic feature of community planning.

GEOGRAPHICAL PERSPECTIVE

Location

Chatham County is situated near the exact center of the state on the eastern edge of the Piedmont. To the north, east and west of Chatham are those counties which form the "Piedmont Crescent". The major through highway in the county is U. S. route 64, oriented in an east-west direction. This road connects the two terminals of North Carolina's Piedmont Crescent, Raleigh to the east and Charlotte to the southwest. Roads bisecting the county in a north-south orientation (U. S. routes 15, 421, 501) connect major cities of the Crescent (Greensboro, Durham, Burlington, and Winston-Salem) with those major cities of the southern part of the state (Fayetteville and Wilmington and smaller cities of Sanford, Southern Pines, and Lumberton). See regional diagram on the opposite page.

The distance of the state's major cities from Siler City is as follows:

	Miles		Miles
Asheville	200	Greensboro	33
Burlington	30	Raleigh	50
Charlotte	93	Wilmington	150
Durham	45	Winston-Salem	62
Fayetteville	57		

Residents of the Siler City area are about half an hour traveling time from the interstate highway system and within an hour's drive of two major airports (Raleigh-Durham and Greensboro) with commercial passenger service (Eastern, United, and Piedmont Airlines). The interstate highway system and airline service provide residents of the Siler City area the best existing forms of transportation access to other parts of the nation.

HISTORICAL SKETCHES

Chatham County Origin

Settlers migrating into this area followed the bottomlands of the Haw and Deep Rivers. These Scot Highlanders of the Cape Fear were most interested in farm sites in their initial movement around 1740. Soon Quakers came to the area for the same reason.

Chatham County came into being in 1771. Up to that time it was a part of Orange County which because of its land area and rebellious population had become troublesome to govern. Governor Tryon sought to alleviate some of his troubles by dividing the rebellious Orange into Chatham, Wake and Guilford Counties. Chatham County was named after William Pitt, Earl of Chatham who championed the rights of the American colonies in the British Parliament during the revolution.

Pittsboro's Early History

The first citizens of the county included prominent planters from the lower Cape Fear who used Chatham as a summer resort. Activity centered around the settlement of Pittsboro and it soon became the seat of local government. Some of the summer residents who came here were converted to permanent residents. This gave Chatham County and Pittsboro an unusual concentration of prominent and sometimes wealthy citizenry. Also, one of the main stagecoach lines in the state went through Pittsboro. Together the mix of factors created an educational, political and social center. Pittsboro became known for its educational academies. By 1831 the town, with five such academies, was dubbed as the "center of classical education" in North Carolina.[1] During the period from 1790 to 1840, the population of the

[1] Sharpe, A New Geography of N. C., Vol. 2, p. 702. Note: Spelling of Pittsboro was changed from Pittsborough in 1893.

county grew from 9,221 to 16,242 inhabitants.

Siler City's History

To the west of Pittsboro a small settlement began to form (100 years after Pittsboro was settled) at a place called Mathews Crossroads. It was at this location where the Raleigh-Salisbury and Greensboro-Fayetteville stage road crossed. This crossroads settlement was named for Capt. Billy Mathews who lived at the intersection.

The crossroads was later dubbed by employees in the U. S. Post Office Department. "They named the small rural post office 'Energy'. No one knows where they got this name unless they named the town in honor of the rabbits, which in those days were quite energetic and practically overran the county and town."[1]

In 1884 the Cape Fear and Yadkin Valley Railroad was completed to Siler City from Fayetteville. The line was extended on to the destination at a coal mine near Mt. Airy in 1888. When the railway came through the settlement it was renamed Siler Station, and then renamed Siler City to avoid getting its mail mixed with that of Silver Station, another post office. Samuel Siler was a large landowner of the vicinity when the renaming occurred.[2]

Siler City was incorporated in 1887 making it one of the comparatively newer towns in the state.[3] The original act of incorporation provided that the city limits of Siler City should extend for one half mile running with the four points of the compass in each direction from the depot of the Cape Fear and Yadkin Valley Railroad.[4] By the time of the first census for

[1] "Balanced for Progress" Edition, The Chatham News, Siler City, N. C., June 1, 1950 (Commerce Section, page 6).

[2] The State Magazine, Vol. 24, No. 25 (May 4, 1957), p. 14.

[3] Town Charter was adopted March 3, 1887.

[4] "Balanced for Progress" Edition, The Chatham News, June 1, 1950 (Commerce Section, page 7).

Siler City in 1890, the population count was 254 persons. Each census since that time has shown an increase in population. (see Table I).

TABLE I

POPULATION OF SILER CITY[a]

Year	Population	Net Increase
1890	254	---
1900	440	186[b]
1910	895	455
1920	1253	358
1930	1730	477
1940	2197	467
1950	2501	304[b]
1960	4455	1754[c]

[a] Town incorporated 1887.

[b] Partially due to annexation.

[c] Majority of population increase due to annexation.

It was mentioned earlier that Pittsboro had a 100 year headstart on Siler City. By comparing statistics for the respective townships, the relationship of community growth can be depicted. These population counts are presented with the county population figures in Table II.

Between 1870-1960, the county population has grown by only 7,062 persons. Early population figures presented in Table II indicate that Center and Mathews Townships together contained 10 to 20 percent of the county population over the first four decades. By 1960, 41 percent of the county's inhabitants were attracted to these townships. This population, of course, is concentrated in Pittsboro and Siler City.

Growth in the two townships has progressed at different rates. Mathews Township did not begin to receive a healthy

population growth until after Siler City was incorporated. The population in the township has increased several hundred persons each decade since 1870, but more so since 1900. Center Township nearly doubled its population in the decade 1870-1880 when the count rose from 1,255 to 2,226. Since then, growth has taken place, but to a far lesser degree than in Mathews Township. Meanwhile, the Mathews Township population has grown to include nearly one third of the county total.

TABLE II

POPULATION COUNTS FOR CENTER AND MATHEWS TOWNSHIPS, AND CHATHAM COUNTY, 1870-1960

Year	Mathews Twp. (Siler City Included)[a]		Center Twp. (Pittsboro Included)[b]		Chatham County
	Population	Percent of County	Population	Percent of County	Population
1870	873	4	1255	6	19,723
1880	1381	6	2226	9	23,453
1890	1848	7	2242	9	25,413
1900	2222	9	2154	9	23,912
1910	2897	13	2330	10	22,635
1920	3639	15	2496	10	23,814
1930	4471	18	2622	11	24,177
1940	5606	23	2760	11	24,720
1950	6377	25	2891	11	25,392
1960	7718	29	3328	12	26,785

[a] Population figures for Siler City have been returned separate from the township since the 1890 census.

[b] Pittsboro figures were not returned separately from the township until the 1900 census. Pittsboro's greatest growth was in the 1820's and 1830's.

Source: Bureau of Census, U. S. Department of Commerce, Ninth Census thru Eighteenth Census.

Early Industry

The county and, to a greater extent, Siler City achieved early recognition as the rabbit shipping center of the state. Many of the rabbits were shipped by rail to population centers on the east coast. In 1909, the Boston produce dealer was paying $8 per 100 at the nearest express office. Before that they were sold for five cents each or six for a quarter.[1] From the issue of February 16, 1910, of the Siler City newspaper, then called The Grit, it was noted that "during the winter (1910) there were 19,166 rabbits shipped from Siler City. This takes no account of home consumption, nor of the many which were carried by wagon to Greensboro and Raleigh."[2] Another record stated in the same source that during the period from November 1-January 31 every year from 1907 through 1920 at least five barrels of dressed rabbits were shipped daily by rail.

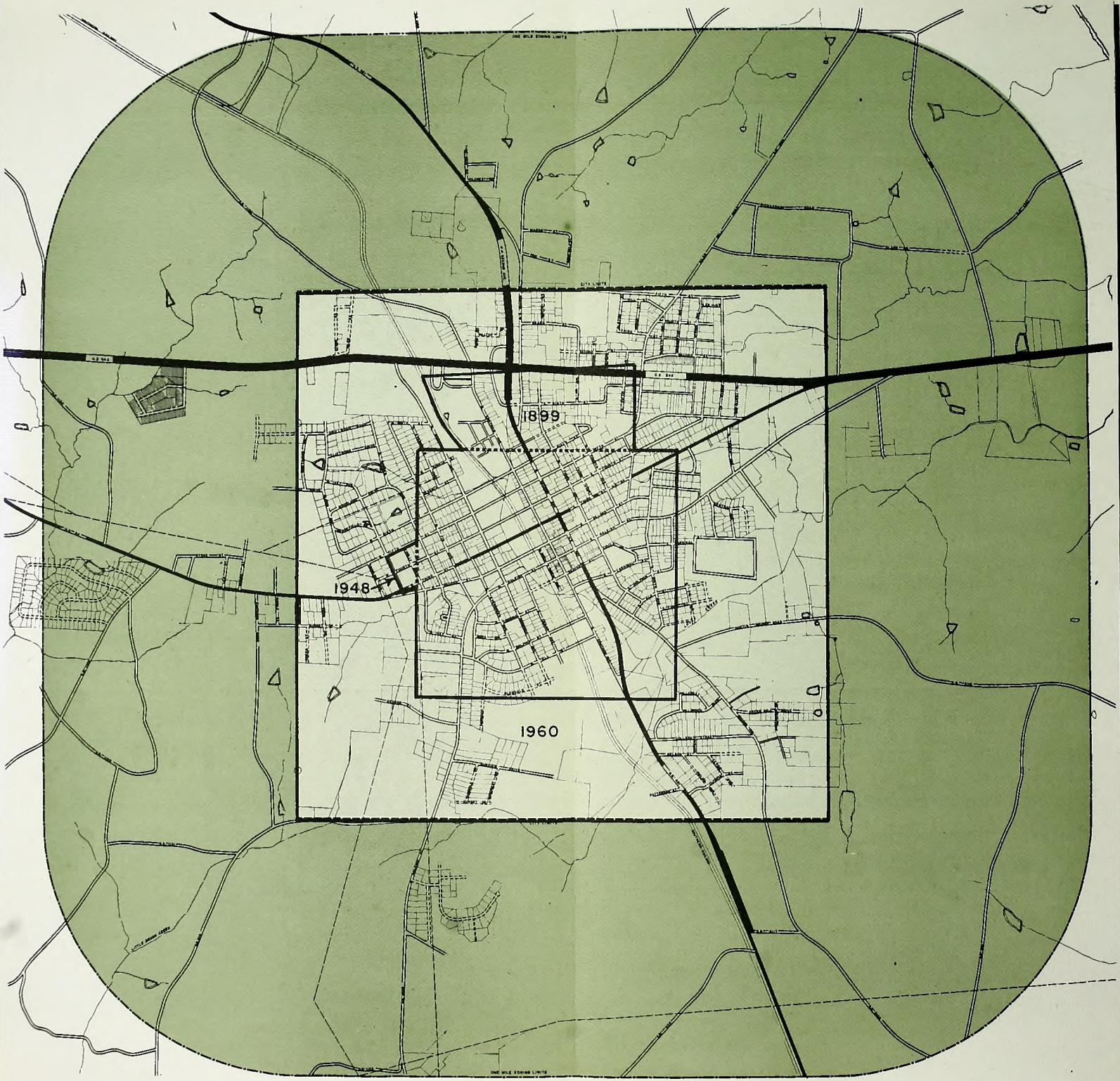
The first major industry to remain with the town was the cotton mill plant of the Hadley-Peoples Manufacturing Company established in 1895. Following this first textile plant were grist mills, cotton gins, a broom manufacturer, brick plants, a canning factory, and a washboard factory. The Siler City Bending Company was organized in Siler City in 1901 for the manufacture of wagon and buggy rims. This industry later began making school furniture; today it is known as the Boling Chair Company.

The county drew summer residents for many years. Siler City, likewise, attracted persons as a retreat. Probably more important, however, was the resort of Mt. Vernon Springs located some five miles south of Siler City. There were two springs at this resort that attracted tourists and summer residents: one spring was supposed to give you health; the other spring, beauty.

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[1] Sharpe's A New Geography of North Carolina, "Chatham County", Sharpe Publishing Company: Raleigh, Volume II, 1958, p. 717.

[2] Ibid.



SILER CITY
NORTH CAROLINA

N

ANNEXATIONS AND
PLANNING AREA

Over the years the town has taken on the character of a trade center for an agricultural hinterland and an industrial employment center for the surrounding rural area. From rabbit shipping and the manufacturing of wagon and buggy rims the town has developed strong and diversified industries. Some of the products and industrial activities found in Siler City at this time are: meat and poultry processing, textiles, furniture, clothing and hardboard cutting. In 1950, The Chatham News estimated that approximately 1,200 people were on industry's payroll in the town which was providing earnings of three million dollars per year.[1] By 1966 the industries grew to over twice as many employees (2,850) due to seven new industries. There are now sixteen manufacturing plants in the Siler City planning area with a combined payroll of eleven million dollars.

Additional economic information about the town will be presented in another report entitled the "Population and Economy of Siler City". This detailed analysis will be available during the early part of 1968.

Growth Through Annexation

In 1899 the town expanded its area to include "Cotton Mill Village" and the town's Oak Hill Cemetery. As an example of a dated metes and bounds description, the town's first annexation appears in the town records as follows:

> "Commencing at a stone in the incorporation line on a line with the east side of the public road leading to Siler's Mill and running north 85 poles[2] to a stone, then west to the Cape Fear and Yadkin Valley Railroad, thence down the Railroad to the original corporation line, thence east to the beginning, and all of said territory shall henceforth be a part of the Town of Siler City subject to all the duties and obligations and entitled to all the privileges of the said town."[3]

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[1] "Balanced for Progress" Edition, The Chatham News, June 1, 1950, (Industrial Section, page 4).

[2] A pole = 16½ feet.

[3] Amendment to Charter, Section 1, ratified March 2, 1899.

The map showing annexations indicates the extent of this addition (page 10). Town limits remained untouched from 1889 until 1948 when it became necessary for the town to annex land including the hospital site. In order to qualify for federal funds, the hospital had to be located within the town limits. This annexation to Siler City involved an area of only two town blocks.

The most recent and largest annexation occurred on January 1, 1960. With this addition the town more than doubled its geographical size -- and gained 1,754 persons to its population. Initially, the town fathers were considering just the area to the east of the then existing town limits. This area included the Jordan Mathews High School site. With the final decision, the Lincoln Heights residential area, Homewood Acres and Forest Heights subdivisions were all annexed. The town area at that time was extended about one half mile in all directions.

THE PLANNING AREA

The Siler City Planning Area includes all land within the corporate limits and the land area extending one mile beyond those limits in all directions. It is necessary to include this outside area in the town's plans since urban activities and urban development do not conform to political boundaries. The land within this one mile area surrounding the town shall be known as the "Fringe Area". Subsequent studies of a planning nature should include all considerations that apply to the Planning Area rather than those which apply just to the incorporated town.

As of October, 1967, the town contains 4 square miles of land or 2,560 acres. The fringe area consists of 11.14 square miles, or an additional 7,130 acres. Therefore, the Siler City Planning Area deals with a land base of 15.14 square miles or 9,690 acres.

CLIMATOLOGY

The geographic location of Siler City in respect to the Applachian Mountain system and the Atlantic Ocean has much to do with the local climate. These two natural features modify the weather so that even during the coldest weather the temperature almost never fails to rise above freezing during the day. Zero temperatures are extremely rare.

The ocean is nearly 150 miles from Siler City at the nearest point which reduces the immediate influence of the maritime weather. Summer days are warm, but nights cool rapidly. As a result, early morning temperatures average below 67 degrees at the hottest time of the year. Temperatures as high as 100 degrees are as rare as zero temperatures in the winter months. The Climatic Summary in Table III shows a January average temperature of 42.8° and a July average of 77.8°. Other weather stations have been included in this table so that comparison with other areas of the state may be made.

The average length of the growing season is about 210 days in the Siler City area. Freezing temperatures first occur in autumn about November 1; the last occurrence of frost comes around April 5.

Table III shows an annual average precipitation of 47 inches. Of more importance to farming is the fact that this amount of rainfall is favorably distributed throughout the year. October is usually the driest month; June, July and August the wettest. (Highest humidities occur during the late summer).

The average amount of snow for an entire winter is less than five inches -- no single month averages as much as two inches. Winters often lack any measurable snowfall. Most winter precipitation (both rain and snow) comes as a result of moving low pressure storms. Summer precipitation is frequently a result of thundershowers and the distribution of summer showers is less uniform than that of winter rains. Thus, limited

TABLE III

CLIMATIC SUMMARY OF SELECTED WEATHER STATIONS IN NORTH CAROLINA FOR COMPARATIVE PURPOSES

Region	Outer Banks	Coastal Plain	Coastal Plain	Piedmont	Mountains
Town	Hatteras	Smithfield	Raleigh	Siler City	Hendersonville
Elevation	5'	140'	363'	587'	2147'
			TEMPERATURE		
Jan. Ave.	48.0°	44.6°	42.7°	42.8°	41.0°
July Ave.	78.5°	79.0°	79.3°	77.8°	73.9°
Maximum	97°	106°	105°	107°	100°
Minimum	8°	-6°	-2°	-5°	-9°
			MONTHLY AVERAGE PRECIPITATION		
January	4.10	3.37	3.25	3.69	4.88
February	4.01	3.26	3.50	3.32	4.23
March	3.89	3.79	3.58	4.18	5.69
April	3.08	3.73	3.52	3.41	4.15
May	3.93	3.31	3.65	3.64	4.24
June	4.37	5.06	4.30	4.07	5.12
July	6.48	5.83	5.64	5.71	6.58
August	5.83	6.12	5.15	4.78	6.02
September	6.09	3.88	4.65	4.54	3.95
October	4.05	2.55	2.68	2.82	3.82
November	3.85	3.12	2.70	3.52	3.83
December	5.09	3.24	3.21	3.50	5.02
Annual	54.77	47.26	45.83	47.18	57.53

Source: Agriculture Experiment Station, Weather and Climate in North Carolina, N. C. State University, Bulletin 396 (October, 1958), pages 35-45.

areas may be without rain for a number of days while other nearby places are well watered. Tropical storms passing offshore or through the eastern part of North Carolina sometime serve to increase autumn rainfall. Damaging winds from these storms rarely reach Chatham County.

Prevailing winds at Siler City are from the southwest, with northeasterlies running a close second and frequently prevailing during September and October. The average surface wind speed is about 8 miles per hour.

The discussion of climatic factors in the vicinity of Siler City provides not only a local description of occurrence, but also contains significant factors that must be accounted for in land use planning. One of the factors in the abundant rainfall which usually occurs in thunderstorms during a short period of time. Development plans must provide for protection of structures from flooding which will result in low downstream areas if an extensive land surface in the headwaters of a stream drainage area is developed. Provision for storm drainage or drainage channel development, therefore, is a necessary part of future plans. The land use adjacent to the floodways should be of a compatible nature so as not to interfere with the purpose of the floodway.

The other factor of importance is wind direction. Some industries will have smoke and offensive odors. Future industrial areas with plants of this nature should be located so as to be compatible with adjacent land uses. It is very undesirable to have noxious industry located near the downtown or residential area. With a southwest wind, future heavy industry should be located to the northern parts of the town and planning area.

SOILS

Soil conditions and characteristics may influence the suitability of land for particular types of urban development in the planning area. A generalized soil map can be a very helpful aid in determining the best areas for future development. When town officials are aware of soil conditions in the community and understand the interpretation of the soil characteristics as they pertain to urban development, they are more likely to avoid costly development and service problems.

Soil maps can show interpretations of a number of important considerations. Some of these are: depth to rock, depth to water table, frost heave, flooding hazard, percolation rate, erosion hazard, depth of topsoil, soil compaction characteristics, soil slippage, load bearing strength for structures, suitability for pond and lake sites and so forth.

When dealing with the operational planning of specific locations a more detailed soil map is required. Information presented herein will not be in sufficient detail for some purposes. Locations for houses, roads, parks or industrial sites may have soil characteristics that will not permit the desired development but rather necessitate a modified design. The local officials then can point out the limitations of the soil and suggest changes to fit the soils or reject the request for development on the basis that the soils are not suited for that particular use. For more detailed soil analysis of particular sites, the aid of the county soil specialist should be sought. Through the use of the soil maps the public officials and laymen learn about some of the major soil properties that influence the use of the soil in their locale.

With the aid of a soil map the developer should be able to plan for maximum utilization of the soils. Those soils not suited for housing can be used perhaps for streets, parks, and other uses. Size and layout of building lots can be planned to fit the soils and topography of the area.

Some of the critical soil factors are briefly included below:

* Shrinking and swelling of soil material is one of the critical factors in building site selection. "Soils that contain unstable clays swell when wet and shrink when dry. Buildings placed on such soils shift and crack unless they have a sturdy foundation. Underground pipelines may break. Buildings placed on sloping soils of this kind may be damaged when the unshrinkable soil slips downhill. If the shrink-swell properties of soils are known, it will not be necessary to overdesign structures built on soils that do not shrink or swell significantly."[1]

* The water table is important to proposed structure locations. If it rises near the surface some time during the year, a septic tank filter will not function properly during that time. Also wet soil is not suitable for houses with basements. Dampness may damage building foundations.

* Depth of a soil will affect usage in that landscaping and vegetative growth may be very difficult where the bedrock is close to the surface. The location of pipelines and foundations are also influenced by soil depth.

* The reaction of the soil -- its acidity or alkalinity -- affects metal pipes, cables, and concrete structures. Acids will greatly reduce the life of ordinary concrete structures.

* Soil associations on the same site location may cause modified land usage where certain critical soil exists. The combination may not make any difference in terms of vegetation in landscaping but could be critical in designing a road or structure.

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[1] Klingebiel, A. A., "Land Classification for Use in Planning," Yearbook of Agriculture, 1963, U. S. D. A., p. 405.

The general soil map for Siler City (page 20) shows four soil associations and their location. This map should be considered only in light of broad planning purposes. More detailed soil maps would be necessary for specific site analysis.

The four major soil classifications and a description of each is as follows:

* Davidson-Georgeville association

This is an area of broad, gently sloping ridges and steep side slopes next to major drainageways consisting of deep, well drained upland soils with reddish brown silt loam to clay loam surface horizons and dark red to red clay subsoils derived from "Carolina Slate" rocks. This soil association makes about 40 percent of the planning area and occurs primarily in the southern portion.

Davidson soils make up about 50 percent of the association. They are deep, well drained with dark reddish brown loam to clay loam surface horizons and dark red clay subsoils.

Georgeville soils make up about 30 percent of this association. They are deep, well drained with yellowish brown silt loam surface horizons and red clay subsoils. The remainder of this association consists of Mecklenburg and many other soils.

At most places hard rock is at depths 8 feet or more from the soil surface. The permanent water table, in most places, is 10 or more feet from the soil surface. Most of the soils are well drained and require no artificial drainage or artificial surface water removal systems.

Davidson soils have slight limitations for septic tank drainage fields and moderate limitations for building foundations. Georgeville soils have moderate limitations for building foundations and septic tank drainage fields.

* Georgeville-Herndon-Alamance association

This is an area of broad gently sloping ridges with sloping to steep side slopes next to drainageway consisting of deep, well drained upland soils with light gray to yellowish brown



SILER CITY
NORTH CAROLINA

GENERAL SOIL MAP WITH DRAINAGE PATTERN

- DAVIDSON-GEORGEVILLE ASSOCIATION (best soils in planning area)
- GEORGEVILLE-HERNDON-ALAMANCE ASSOCIATION
- TIMBERLAKE-ENON ASSOCIATION (poor soils, perched water table likely)
- WEHADKEE-CHEWACLA ASSOCIATION (alluvial soils, flood plain areas)
- Slope areas exceeding ten percent slope
- Direction of drainage flow

Source:
Soil Conservation Service USDA
P. O. Box 308
Pittsboro, N. C. 27312

silt loam surface horizons and yellow to red silty clay loam to clay subsoils. About 40 percent of the planning area, primarily in the northern portion, is this soil association.

Georgeville soils make up about 30 percent of this association. They are deep, well drained with yellowish brown silt loam surface horizons and red clay subsoils. The Herndon soils include about 25 percent of this association. They are deep, well drained with brownish yellow silt loam surface horizons and reddish-yellow silty clay subsoils. Alamance soils consist of another 15 percent of this association. They are moderately deep, well drained with light gray silt loam surface horizons and yellow silty clay loam subsoils.

Many other soils make up the remainder of this association including Orange soils (about 10 percent). Orange soils have silt loam surface horizons over very firm plastic clay subsoils. These soils are somewhat poorly drained and permeability is slow.

In most places in this area hard rock is at depths exceeding 6 feet and the permanent water table is at depths exceeding 10 feet. Most of the soils in this association are well drained and require no artificial drainage or surface water removal. An exception to this would be the Orange soils which may have a raised water table during wet periods and may require systems to remove excess surface water.

Georgeville, Herndon and Alamance soils have moderate limitations for building foundations and septic tank drainage fields. Orange soils have severe limitations for building foundations and septic tank drainage fields because of slow percolation rate and a high shrink-swell potential.

* Timberlake (Orange Var.) - Enon association

This is an area of broad, gently sloping ridges with steeper side slopes next to drainageways consisting of



SILER CITY
NORTH CAROLINA

SOIL INTERPETATION FOR URBAN DEVELOPMENT AND SEPTIC TANK FILTER FIELD

- Slight hazard, no special problems
- Problems related to shrink-swell potential of soils; soil has slow permeability
- Severe limitation because of slow permeability, a high shrink-swell potential, and soils that are subject to flooding or special drainage problems in area of flood plains

Source:
Soil Conservation Service USDA
P. O. Box 308
Pittsboro, N. C. 27312

moderately deep, moderately well to well drained soils with light gray to yellowish brown silt loam or loam surface horizons and yellowish brown clay subsoils. About 15 percent of the planning area has soils belonging to this association (located in the northeast portion of the planning area).

Timberlake (Orange Var.) soils make up about 50 percent of this association. They are moderately well drained with light gray silt loam surface horizons over mottled yellowish brown and gray clay subsoils. Enon soils make up about 30 percent of this association. They are well drained with brown loam surface horizons over yellowish brown clay subsoils. The remainder of this association is made up of many other soils including about 5 percent Goldston which has slaty silt loam surface horizons over thin, poorly developed subsoils.

In most places in this association bedrock is at depths of 4 feet or more. However, stones occur on the soil surface in a few places. The depth to the permanent water table is greater than 10 feet in most places, but the soils may have a raised water table during wet periods.

Timberlake (Orange Var.) and Enon soils have severe limitations for building foundations and septic tank filter fields because of a slow percolation rate and a high shrink-swell potential.

In this area soils provide a severe limitation for urban development. Reason for the limitation is a combination of the slow permeability and the possibility of a high water table which would hamper septic tank drainage fields and the fairly high shrink-swell potential. Many of these soils have a raised water table in wet periods which create a need for water removal systems.

* Wehadkee-Chewacla association

This is an area of deep, poorly to somewhat poorly drained brown or gray soils on nearly level floodplains

derived from alluvial sediments. This soil association makes up about 5 percent of the planning area and occurs in five places in the area as long bands averaging 200 feet wide adjacent to the major streams.

The Wehadkee soils make up about 50 percent of this association. They are poorly drained with dark brown silt loam or fine sandy loam surface horizons over gray clay loam subsoils. Another 30 percent of this association are the Chewacla soils. They are somewhat poorly drained with brown silt loam surface horizons over mottled brown and gray loam subsoils. The remainder of this association consists of many other soils.

The soils in this association are subject to occasional flooding. They are for the most part poorly drained. The permanent water table is within 3 feet of the soil surface except during dry periods. Artificial drainage is impractical in many places in this area because of the difficulty in locating proper drainage outlets. Therefore, the Wehadkee and Chewacla soils have a severe limitation for buildings and septic tank drainage fields because of high water table and the flooding hazard.

Summary

The characteristic of the soil influences the land use of an area. Some soils are limited in their use because of their relationship to the bedrock or water table, the nature of the subsoil structure, the erodability of the soils, or the fertility of the soil type for supporting vegetation. Knowing the locations and limitations of soil types can be of much use to the layman as well as the contractor and developer. Risk in development is often lowered and savings are protected when the property owner or developer begin modifying the existing land use.

In Siler City, the northeast portions of the town and planning area have the severest limitations to urban development

in relation to the soil. The area of least severity is in the southern half of the planning area where soils are deep and fertile. The only unbuildable land in this part of the planning area is on the floodplain land and areas exceeding ten percent slope. See maps on pages 20 and 22.

DRAINAGE AREAS

The incorporated area of Siler City is within one watershed area. To the west of town runoff water drains to the southwest as it is part of another drainage basin. Within town, floodable areas exist in relation to Love's Creek. (See map on page 20 A greater part of the town drains to the low lying area between South Second Avenue and South Chatham Avenue near the Bray Park. Development in this floodplain should be prohibited except for recreational land uses. As more and more areas are developed in the headwaters of the drainage area, runoff will be many times accelerated downstream. Flooding may take place in the planning area because of accelerated runoff, the backing up of runoff in stream channels, obstructions in the stream channels, inadequate storm sewers, and low areas along streams. Sediments washed from unprotected construction sites will eventually fill stream channels and aggravate the flooding problem.

The drainage pattern and floodplains can be determined from the map interpreting the general soil characteristics presented on page 20. The major direction of runoff and drainage is to the east into the Rocky River. Of those drainage channels emptying into Rocky River, Love's Creek is the stream which most often floods within the town limits. Town sewer lines of major size parallel Love's Creek to the treatment plant located at a lower elevation east of town. These lines follow the natural drainage pattern, and by doing so, eliminate costly pumping stations.

Summary

Drainage problems are most often created when obstructions in the stream channel block the flow of water and cause the stream to overflow its banks. Love's Creek is the drainage channel particularly subject to overflow conditions. The major portion of the planning area drains into Love's Creek and then eastward into the Rocky River. Excessive clearing of headwater area land will accelerate downstream runoff and increase flooding problems. The construction of buildings, streets, sidewalks, paved parking areas, and playgrounds all will hasten runoff and increase flooding problems in the drainage channels.

SLOPE CONDITIONS

The general soil map on page 20 illustrates the locations of slope lands that have severe limitations for urban development. Each of these areas are over 10 or more acres in size and are over 10 percent in slope. These areas have severe limitations regardless of soil type because of the steep slopes and the higher costs of constructing buildings in these areas.

Areas exceeding ten percent slope require further investigation before installing septic tank drainage fields. The extension of city services would likewise need careful investigation as line extensions would require greater cost in developing areas of more than 10 percent slope. Where land is up to 20-25 percent slope attractive residential sites could be possible. A professional architect and/or landscape architect should be consulted in this situation.

Summary

The topographic limits to development in the Siler City planning area are found on floodplains and on steeply sloping land. Areas exceeding ten percent slope when opened to residential development should be carefully designed. Greater construction costs and site feasibility are the major considerations to be analyzed. The local situation (soils, percent of slope, bedrock, etc.) and the desired usage of the land will determine the feasibility of development on sloping areas.



SILER CITY
NORTH CAROLINA

N

SCALE IN FEET

EXISTING LAND USE
AUGUST 1967

LEGEND

RESIDENTIAL: SINGLE FAMILY
TWO OR THREE UNITS
MULTI-UNITS
COMMERCIAL
OFFICE-FINANCIAL
INDUSTRIAL
TRANSPORTATION-COMMUNICATION
SOCIAL-CULTURAL-GOVERNMENTAL
VACANT-FARMLAND

THE LAND USE SURVEY

Land Use Categories

Each town, because of the local situation and its individual character, should have a land use classification system that is workable for that particular city. Within the Siler City Planning Area, seven major types of land use can be found. Two of the categories (office-financial and social-cultural-governmental) are a compromise in that they contain compatible land uses. The categories to be discussed as separate land uses are:

Residential
Commercial
Office-Financial
Social-Cultural-Governmental
Industrial
Communication-Transporation
Vacant (farmland, forested, and unused land)

The existing land use has been recorded on the opposite map using these seven categories. This map presents the land uses as they existed in the planning area at the end of August, 1967. Following this map is a separate discussion of each land use classification. The patterns and the amounts of the land uses are included in this analysis. This map (opposite) depicts the land use pattern.

A summary of the land use categories for the Siler City Planning Area is given in Table IV. The top part of this table is a comparison of developed and undeveloped land. Within the corporate limits, forty-six (46) percent of the land is developed; in the fringe area only thirteen (13) percent of the total acreage is developed in urban activities. Overall, nearly eighty (80) percent of the land left in the planning area is vacant, is unused, or is being farmed.

The lower portion of Table IV indicates the acreage and percent of each land use by area. Forty-eight (48) percent of the developed land in Siler City, as indicated in the table, is used for residential purposes. The next largest land useage is

the Transportation-Communication category which includes all acreage in streets, highways, and railroad rights-of-way. An additional thirty-one (31) percent is in this use. These two uses involve the most acreage that is developed in the planning area.

TABLE IV

DEVELOPED AND UNDEVELOPED LAND USE
SILER CITY PLANNING AREA, AUGUST, 1967

Land Use	Town Area		One-Mile Fringe Area		Total Planning Area	
	Acres	Percent	Acres	Percent	Acres	Percent
Developed	1175	46	896	13	2071	21
Undeveloped	1385	54	6234	87	7619	79
Total Land	2560	100	7130	100	9690	100
Land Use Category						
Residential	564.1	48	690.0	77	1254.1	61
Commercial	67.3	6	9.0	1	76.3	4
Office-Financial	6.4	0	0.1	0	6.5	0
Social-Cultural-Governmental	96.5	8	126.3	14	222.8	11
Industrial	80.0	7	70.4	8	150.4	7
Communication-Transportation*	360.4	31	.3	0	360.7	17
Total	1174.7	100	896.1	100	2070.8	100

* Highways 327.6 acres; railroads 29.6 acres; other 3.2 acres.

DEVELOPED AND UNDEVELOPED LAND

Town Area

The land area within the town limits (2,560 acres) is 53.6 percent undeveloped or used for farming purposes. This percentage appears to be very high; however, there is an adequate reason for this quantity. In 1960 the town annexed an area which nearly doubled the town's area. The land area within the old town boundaries was approaching total development at that time. Citizens were becoming more and more active in building their new homes in subdivisions in the fringe area just beyond the old town limits. The annexed land was for the most part undeveloped except in the Lincoln Heights neighborhood north of U. S. 64-A, Forest Heights, Homewood Acres, and along major traffic arteries extending out from the town.

The large percentage of vacant land found within the new town limits permits citizens new building sites that may take advantage of all town utilities. There is also adequate acreage for the expansion of existing residential, commercial, industrial, and social cultural and governmental land use acreages. Annexation sought to bring some control over land adjacent to the developed areas. The undeveloped land should be thought of as an asset to the community and town officials ought to follow a land development plan to see that orderly development is the procedure in dealing with this community resource.

Already there has been an extension of urban land uses beyond the new town limits. It is not too late, however, to create a desirable pattern of land development in Siler City. The town's zoning ordinance, if judiciously enforced, will be one of the most effective tools that the town can utilize to maintain sound development standards and to direct development to protect existing land uses.

Each of the land uses to be discussed separately are summarized in terms of acreage, percent of developed land within

the town limits, and percent of total land within the town limits. These figures are presented in summary form in Table IV.

Fringe Area

Within the fringe the majority of land is used for farming purposes, is forested, or is unused and undeveloped land. Residences are scattered throughout the fringe and concentrations of such occur primarily in subdivisions. There are 690 acres of land used for residential purposes in this area.[1] This amount of residential land use is nine (9) percent of the total acreage and about seventy-six (76) percent of the developed land in the fringe area.[2]

As indicated in the preceding table there are only 896 acres of developed land in the fringe (excluding roads). The industrial land use was confined in the fringe area to the industrial park north of town. The fringe area commercial land use was for the most part clustered around U. S. 64 immediately east of the town limits. The acreage in the Social-Cultural-Governmental category primarily represents the country club golf course (106 of the 126 acres).

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[1] Farm residences were counted as occupying an acre of land; other rural residential land use was measured as it exists.

[2] The 90 percent figure does not include any amount designated for highways, roads and railroads. This land use was not figured for the fringe area.

RESIDENTIAL

The residential land use within the planning area consists of primarily single family dwelling units (1,704). A two-three family dwelling unit category is here recognized as a distinct type of land use from the structures which house multiple families (or are multiple units) and from those which are private homes.

The following table presents the house count for the town area, fringe area, and totals for the Siler City Planning Area.

TABLE V

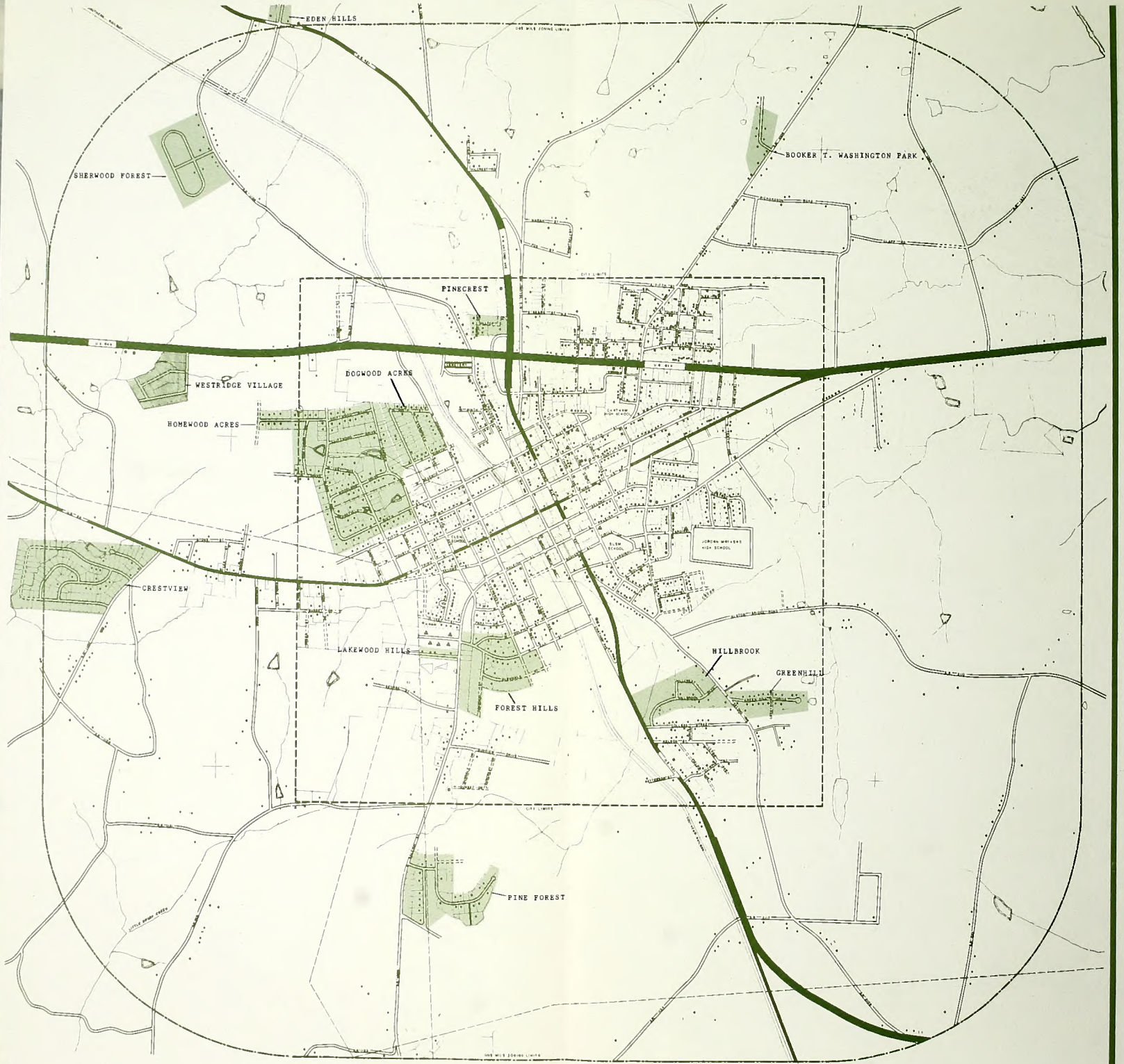
RESIDENTIAL DWELLING UNITS
AUGUST, 1967

Residential Type	Siler City	Fringe Area	Planning Area
Single Family	1,283	421	1,704
Two-Three Family	109[1]	0	109
Multi-Family (4 or more)	70[2]	0	70
Mobile Homes	28	33	61
	1,490	454	1,944

[1] Represents 94 units in 47 duplexes or houses with two-family units and 15 units in 5 shelters containing three-families.

[2] Represents 46 units in Brookwood Terrace Apartments, two new 4 unit apartment houses, and 16 units in three older converted houses.

In town, eighty-six (86) percent of the residential dwelling units are single family homes. In addition, twenty-eight (28) families were found living in mobile homes within the corporate limits. There were several lots containing three or four mobile homes; the remainder were dispersed on separate lots throughout the town. There were no developed trailer parks in the town. Also, as indicated in Table V, there were no multiple dwelling units found in the fringe area.



SILER CITY
NORTH CAROLINA

N

SCALE: 4 FEET

SUBDIVISION DEVELOPMENT IN PLANNING AREA

Subdivisions represented include only that residential construction which has occurred in a designed development during the past ten years.

Throughout the town's history, residential areas have progressively grown in several directions away from the downtown business district. It can usually be said that residential building activity indicates that the community is also expanding in other kinds of physical growth. This applies very well in the Siler City Planning Area; there is much evidence of a growing community, especially in the residential neighborhoods of the planning area.

Most new houses have been built in subdivisions that are opening up large tracts of land previously in forest or in agriculture use. The chief growth areas recently have been the Homewood Acres subdivision, Forest Hills subdivision, Green Hills subdivision, Dogwood Acres, Crestview subdivision (west of town), Sherwood Forest (near the industrial park north of town), Booker T. Washington Park on Siler Mill Road, Pine Forest subdivision (in town) and just outside the planning area close to the industrial park, the Eden Hills subdivision. (See map on opposite page).

Of those homes built within the town limits, a record of estimated cost and date of the permit is available in the building permit records. On page 38 is a numerical summary of the residential building permits from January 1, 1960 to August 31, 1967. The largest number of units constructed during the last eight years in Siler City took place in 1961-1963.

TABLE VI

RESIDENTIAL BUILDING PERMITS
WITHIN SILER CITY,
JANUARY, 1960 - AUGUST 31, 1967

Year	No. of Units
1960	9
1961	23
1962	33
1963	22
1964	15
	19[a]
1965	11
	2[a]
1966	2
1967[b]	6
Single Family	121
Multi Family	21
Total	142

[a] Multiple dwelling units - the 19 unit apartment was never constructed.

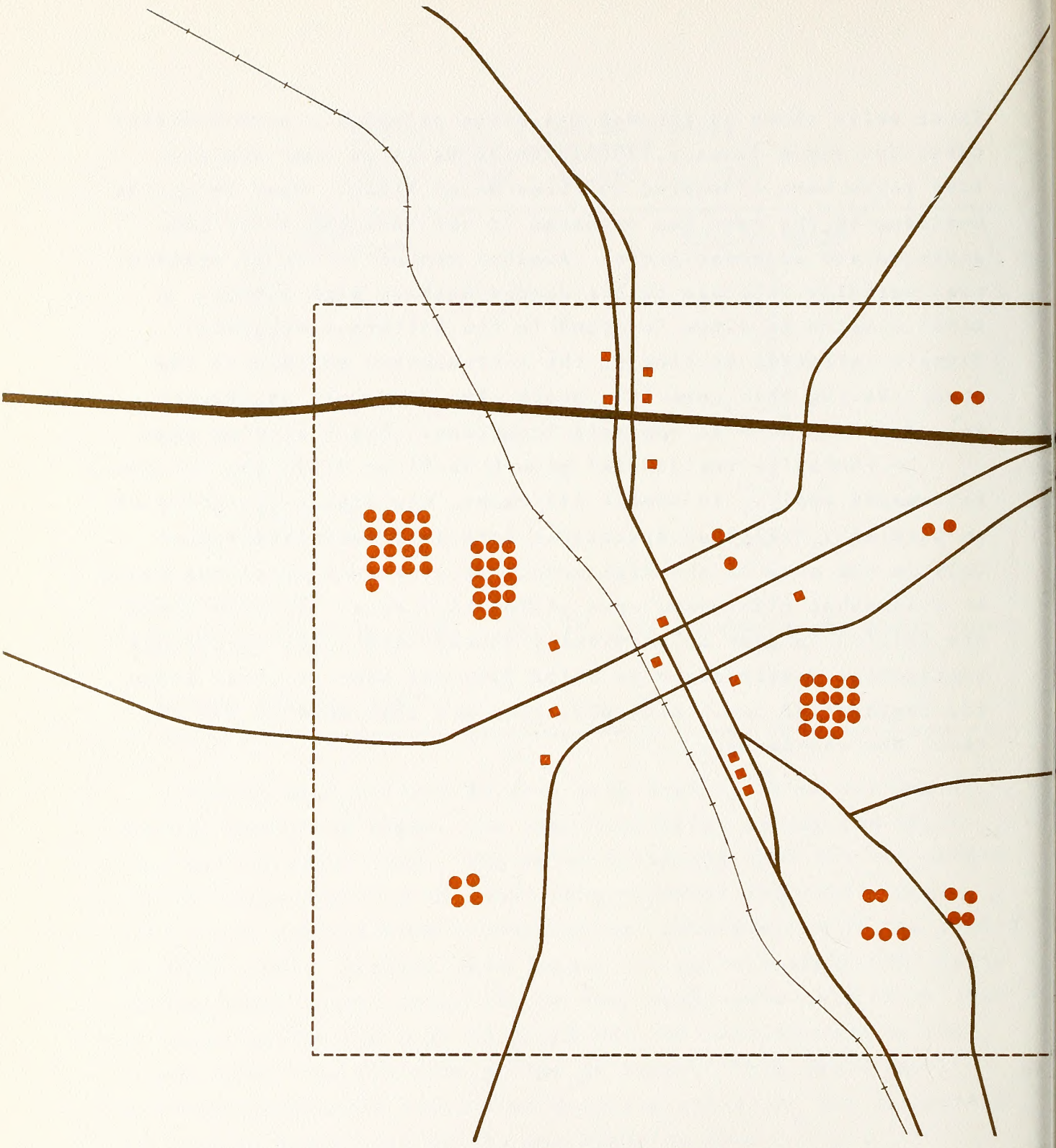
[b] Through August, 1967.

Nearly $1.5 million dollars have been invested for residential dwellings within the town boundaries during the eight year period since 1960. The total estimated cost for 121 single family units was $1.3 million. The years of 1961-1963 represented the biggest boom in residential construction of the 1960's in Siler City. Permits were issued for seventy-eight (78) units during those three years. It is very reasonable to predict that an equal amount has been invested for the same purpose in the fringe area over the same period of years. This building activity represents additional dwelling units for the constantly increasing population within the planning area.

More important than the number and estimated cost of dwelling units is the location of the building sites. These sites have been mapped for the town area only (because of the availability of building permit records). The sites depict specifically the areas of residential growth in the town area.

Those units shown on the map are sites on which a permit was taken out since January, 1963. Building sites over the past five years have clustered in three major areas. Most intensive building in the town has occurred in the Homewood Acres subdivision and adjacent areas. Another concentration of residential activity is close to the Jordan-Mathews High School. A final cluster of sites is found in the Hillbrook-Greenhill-Olympia (streets) section in the southeastern portion of the town. During this same five years, two four unit apartments were built in town at separate locations. See following page.

To summarize residential growth in Siler City, the following statements apply. In almost all cases, new houses are going up in partially filled subdivisions; some lots are still vacant. Only in the area of the high school is construction taking place in a somewhat older developed residential area. In town sites are filling in gaps of previously unused land. All of the new residential construction in Siler City has been in areas zoned for residential use. City utilities are available to all of these new residences.



NEW RESIDENTIAL AND COMMERCIAL CONSTRU
IN SILER CITY, 1963-1967

Residences
Commercial Uses

SILER CITY
NORTH CAROLINA



SCALE IN FEET

"THE PREPARATION OF THIS MAP WAS FINANCIALLY AIDED THROUGH A FEDERAL GRANT FROM THE DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT UNDER THE URBAN PLANNING ASSISTANCE PROGRAM AUTHORIZED BY SECTION 701 OF THE HOUSING ACT OF 1954, AS AMENDED."

There is another trend in new construction. The lot sizes of most subdivision construction has had at least 100 feet as the front footage dimension. The newer subdivisions provide a variety of lot depths ranging from the usual 100-200 feet to special cases of up to 400 feet (where the back of the lot is topographically unfit for development). Some lots in the Homewood Acres subdivision that are over 200 feet in depth extend to a lake or drainage channel at the back lot line.

Nonwhite Housing in Town Area

In 1960, Siler City had 929 nonwhite inhabitants living within the town limits. These persons were housed in primarily two areas of town: the Lincoln Heights area north of U. S. 64-A and along Alston Bridge Road in the southeast part of town. (See page 42 showing nonwhite housing areas). Housing conditions in these two areas run the gamut from dilapidated to new structures. The Lincoln Heights area has the worst appearing housing in the town. Foundations are cracking, siding is in need of repair, floors are sagging, and there is no paint on houses that are in the worst condition. Also in Lincoln Heights are to be found areas of good housing and scattered new structures.

As a land use total, residential acreage amounts to 564 acres in town. The majority of this acreage, of course, is single family dwelling units. Table VII (page 43) summarizes the number of housing units and acreage for each variety within the town area.



SILER CITY
NORTH CAROLINA

N

SCALE IN FEET

GENERALIZED AREAS OF
NONWHITE HOUSING

TABLE VII

RESIDENTIAL ACREAGE AND UNITS
BY TYPE OF DWELLING UNIT FOR SILER CITY

Residential	Acres	Number* Of Units
Single Family	530	1283
Two-Three Family	19	109[1]
Multi Family	7	70[2]
Mobile Homes	8	28
	564	1490

* See Table V, page . Footnotes correspond to Table V.

Fringe Area Residential Land Use

Residential land use in the fringe area is of several varieties. The farmhouse, the subdivision residence, the mobile home, and the single family rural non-farm residence all are found in the fringe area. Along almost any road going out from town will be a pattern of residential land use adjacent to the highway. Further out from town, residences become further spaced and finally transform into a pattern of scattered farm homes between urban settlements beyond our planning area.

In the fringe area, the residential use is primarily a rural farm residence when it is not located along a major traffic route. Otherwise, it should be considered urban oriented when along a major highway close to the town boundary unless it is definitely part of a farmstead.

The urban influence carries over into the fringe area in another form -- the subdivision. The Siler City fringe contains some new housing developments to the north, south and west. These subdivisions in the fringe are Sherwood Forest, Crestview, Pine Forest, and Booker T. Washington Park. Since no building permits are necessary beyond the corporate limits, there are no complete building records.

Mobile homes were found in greater numbers in the fringe area. There were thirty-four (34) house trailers in the one

mile fringe area compared to twenty-eight (28) located in town. In only one location were more than four mobile homes concentrated. This trailer park, of sorts, contained thirteen mobile homes near the Raleigh Street commercial area east of town.

It should be recognized that the type of person now moving into the fringe area has different demands, style of life, values, and reasons for living in the fringe area. He represents a contrast to the farmer; he is urban oriented. He demands urban services even though he has chosen to live outside the corporate limits where he knows they are not available. The town is not dealing with a rural farm population anymore, but with the people who work in the stores and factories of their own urban center, in this case, Siler City.

Nonwhite Housing in Fringe Area

In the fringe area nonwhite housing is scattered. A new subdivision, called Booker T. Washington subdivision, on Snow Camp Road has the best area of sound housing in the planning area that is devoted to nonwhites. There are now eight new structures in this subdivision.

Along Alston Bridge Road there is a mixture of old and new, dilapidated, deteriorating and sound housing that is inhabited by nonwhites.

Just west of the mile planning area on state road 1106 is a concentration of Negro-occupied housing. This area contains 20-30 houses.

COMMERCIAL

The commercial land use category is one that is made up of many property owners and leasees on lots of fairly small size in the downtown. Naturally, the commercial function dominates the downtown area or central business district (CBD). It is desirable to cluster commercial functions so that the customer can be encouraged to come to one area, park, and do all shopping with a minimum of trips and purchase destination points that are within walking distance of each other.

In Siler City there are two major shopping areas. The downtown business district contains fourteen acres of commercial land use bounded by the railroad and North Third Street and Cardinal Street and East Third Street. The shopping center that is between West Raleigh and West Second Streets is on a 3 acre commercial tract.

The remainder of commercial land uses are of the highway-oriented and convenience variety. There are two areas of clustered commercial development along U. S. highway 64 bypass. One of these concentrations is on the eastern approach to the town in the vicinity of the drive-in theater. The second cluster is found near the motel where U. S. routes 64 (bypass) and 421 cross. The first cluster contains 18 acres (12 inside the corporate limits) and the second cluster has 16 acres (all within the corporate limits). Both commercial areas extend along the adjacent thoroughfare. The latter development stops at the town limits whereas the other commercial cluster has spilled over the corporate limits to take advantage of this intersection that has heavy traffic volumes.

Additional highway oriented land use also has taken on a pattern of "strip development". This is a natural occurrence where control of land use and enforcement has been lax. Strip development is especially present along East Third Street from the downtown area to the drive-in theater area concentration of

commercial land uses. The old U. S. 421 route through the southeast side of town shows its influence on the attraction of commercial activity that realized its heyday in past years. The new section of 421 which has altered the traffic pattern has caused new strip commercial activities on adjacent property. The town's zoning ordinance fosters strip commercial activities in some instances by zoning an amount of land for commercial use along highways which is far in excess of the amounts of commercial land that is expected to be needed in the future.

Rather than encourage strip development the town officials ought to make clustered commercial uses an encouraged practice. This might be given a boost if the Town Board and developers could agree on desirable sites. Clustering of business functions into an identifiable shopping district has a greater impact upon the consumer than do disconnected individual stores. Isolated and scattered businesses do not have the ability to attract the consumer as does a shopping center or commercial cluster. As a result the scattered businesses are forced to attract attention to themselves through the use of signs, billboards and lights. By clustering, the scale appears larger, there is a greater contrast with surroundings, the business function is more understood, and there is greater unity. By providing for commercial land use in the most desirable areas, protection can be assured the adjacent land uses.

As a workable alternative to strip commercial districts, the town might control ingress and egress access points along streets and highways. This would reduce the traffic hazard that usually persists along a highway business area. Provisions in the zoning ordinance to increase setback requirements (there are none for commercial areas) and to require increased off-street parking areas for customers and employees might alleviate some of the problem of congestion and access. Additional aid in controlling strip development would result from curbing. An access road parallel to the main highway is desirable along major traffic routes such as U. S. 64 bypass and 421.

Numerous commercial building projects for a town of this size have been undertaken since January, 1960. The majority of this building has not been in the CBD, but is oriented near U. S. route 421 (North Second Avenue). The remainder of new commercial construction is dispersed around the CBD. See the map showing new residential and commercial construction (page 40).

Inside the town limits there were seven scattered vacant commercial sites. This vacated property totaled 1.8 acres.

Commercial Land Use in the Fringe Area

Very little commercial activity is outside the corporate limits except for the concentration near the drive-in theater along the U. S. 64 bypass. The business activity that was in dispersed locations in the planning area has often gone out of business because of too few customers. The land use survey has pointed up several vacant buildings in the planning area which were last used for commercial business purposes. There were six such vacant buildings in the fringe area. These buildings were located in pairs. One pair was across from the radio station on the 64 bypass. A second pair was found near a deteriorating neighborhood along state route 1100, also west of town. The final pair of vacated commercial buildings was found on Siler Mill Road (state route 1004) just beyond the corporate limits. Together they represented about 3.2 acres.

Commercial land use totals 67 acres within the town limits. This represents 5.7 percent of the developed land and 2.7 percent of the land within the town limits. The fringe area contains 9.0 additional commercial acres.

Acreage of Commercial Land Use:	
Within city limits	67.25
In fringe area	9.00
Total for planning area	76.25

OFFICE - FINANCIAL

The category of "Office-Financial" was used separately from "Commercial" uses to determine if this land use was in any definite relationship to the downtown business district. It is felt that this service type business is different from most commercial uses and at the same time differs from other service businesses (e.g., TV-radio repair, motels, barbershop). No durable products are sold by these uses. Examples are: banks, loan companies, insurance companies, real estate, utility company offices, medical offices, etc.

This classification contains only 6.36 acres in the planning area; all is within the corporate limits. There does appear to be a pattern of this land in that nearly four of these acres are in the downtown commercial district. Within the business district the office-financial uses are mostly along West Raleigh Street between West Chatham Avenue and East Third Avenue. This land use is also located in a second concentration along Chatham Avenue between East Second Street and Beaver Street. This use primarily is found away from the center of the downtown commercial business district. This use is moving into older residential areas around the business district as old residences are vacated. Older residences are converted to the office use or some form of commercial enterprise, later to be replaced by a new structure. This is evidenced along the north side of West Raleigh Street between North Second Avenue and North Third Avenue. Not all office uses are in areas of transition.

A cluster of medical offices could continue forming in the properties adjacent to the hospital. This change of land use is desirable when clustered at the edge of residential neighborhoods. The nature of the activity is one of quiet and peacefulness -- there is no flashing neon, heavy delivery traffic, or unattractive development. The hospital acts as a node which may attract more like services. Strip commercial development near

the hospital is not desirable. The nearby shopping center can serve the commercial function for this section of town.

The office-financial land use is one that naturally adheres to major routes of travel. This is clearly illustrated on the map showing this land use classification. (Page 28).

Building permits for the town area indicate the major office-financial construction took place between 1961-1963.

SOCIAL - CULTURAL - GOVERNMENTAL

The second major category combination consists of "Social, Cultural, and Governmental" land uses. In general, these uses are compatible, and were therefore combined for easier workability. The Social-Cultural-Governmental classification includes such uses as:

Social	Cultural	Governmental
Parks, playgrounds	Schools	Fire and police stations
Golf courses	Churches	Town Hall
	Hospital	National Guard Armory
	Cemeteries	Highway Patrol
		Post Office

Nearly all uses in this category are public or semi-public facilities.

It is probably best to declare that this combined land use has no distinct concentration or pattern. Sites are dispersed. There are no concentrations of like land uses within the category. Churches, for example, are in neighborhoods throughout the community. Schools are also scattered in some residential areas.

If one characteristic could identify this grouping it would be its compatability with almost all land uses. Most could be located anywhere in town provided there is adequate off-street parking. The remainder, such as the town hall, fire station, highway patrol and highway maintenance garage do have particular location requirements. The town hall naturally should be located close to the downtown, and it is. The fire department likewise should be at a place where there is immediate access to the high value district of town and major thoroughfares. This, too, is well situated. The highway patrol and state highway maintenance garage are located with accessibility to main traffic arteries.

The social, cultural and governmental land use totals 96.5

acres inside the town limits. The subdivided breakdown occurs as follows:

SOCIAL-CULTURAL-GOVERNMENTAL
LAND USE CATEGORY IN TOWN

In-Town	Acres	Percent of Total
Social	16.3	16.9
Cultural	65.1	67.5
Governmental	15.1	15.6
Total	96.5	100.0

Included in the social division are parks, playgrounds, and the Masonic Lodge. Bray and Boling parks are city maintained.* Together they contain 15 acres. The governmental land use division includes many small parcels of land use, such as the post office site, State Highway Patrol and State Highway Commission maintenance yards and headquarters, the National Guard Armory, and town owned land on which the town hall, fire station, water tanks, and town maintenance garages are located. Landscaped buffers would be a suitable means of separating this land use from adjacent land uses.

The cultural division of usage within this category represented 67.5 percent of the total (or 65.1 acres). Schools accounted for 36.2 acres of this figure; cemeteries 13.3 acres; and churches 12.6 acres.

As a complete category, the 96.5 acres in this use accounted for 8.1 percent of the total developed land inside the town limits. In the fringe area 126.3 acres are devoted to this use, the majority of which is 106 acres of the Siler City Country Club and 14.7 acres which is developed by the State Highway Commission for maintenance yards and headquarters.

* Whereas the Boling park is smaller and has only a few pieces of playground equipment, the Bray park has a swimming pool, tennis courts, picnic shelter, playground equipment and two baseball fields.

INDUSTRY

The majority of industrial activity within the Siler City corporate limits is located along the Southern Railway which passes through town in a northwest to southeast direction. The earliest manufacturing establishments to come to the town -- at least those still in existence -- were all located along this facility. The Hadley-Peoples Manufacturing Company (established in 1895), the Siler City Bending Company (now the Boling Chair Company -- established in 1904), and the Siler City Mills (established in 1910) were the first of the town's major and permanent industries. Their present locations all have rail access.

The pattern of industrial land use in town extends over one and a quarter miles along the railroad. A mixture of commercial, residential and vacant land adjacent to industrial properties may cause some problems in achieving a desirable residential neighborhood. Not all industrially owned land in town is now being used so there is still adequate space for some industries to expand. The western side of the railroad right-of-way has very few developed adjacent land uses from Beaver Street to the southern town boundary. This undeveloped land in some cases is in slope, is forested or is presently inaccessible. Some of this land would be suitable for industry. Most newer industry has not located next to rail siding in this area.

Industrial uses are found in one other concentration in the incorporated portion of the planning area. Three manufacturing plants are located near the intersection of U. S. 64 bypass and business route 64. The Collins and Aikman Corporation, the Siler City Manufacturing Company and Carolina Poultry, Inc., total 33 developed acres of industrial land use just inside the eastern town limits. Together this industrial concentration employs over 900 persons.

On U. S. 421 north of town at the edge of the planning area is a planned industrial park that has been organized by the

Siler City Development Corporation. The land is presently occupied by Selig Furniture and A. J. Schneierson and Son. Seventy (70) acres of the ninety (90) acre tract is developed. There is room for two other industries in this park. Railroad siding and a 10 inch water main are on site utilities. An additional 127 acres may soon be offered to this industrial park. The location of this potential industrial cluster is desirable in that it fronts on a state highway and has access to railway transport. The sites are located on the north side of town on the main route to Greensboro and other heavily populated Piedmont cities.

INDUSTRIAL LAND USE ACREAGE BY LOCATION

Location	Acres
Along railroad	48.1
Concentration near U. S. 64-64A intersection	17.0
Other inside town limits	7.1
Industrial park (fringe area)	70.0
Other in fringe area	.4
Total	142.6

TRANSPORTATION - COMMUNICATION

Included in the Transportation-Communication land use are naturally the most obvious uses (streets, railraods, radio station) and some not as easily recognizable (taxicab station, electric power substation, parking lots). Although usually considered as a more minor land use, figures prove that this category contains a very healthy percentage of the developed land in town. Transportation uses have been measured in terms of right-of-way rather than by width of pavement or width of railroad tracks.

The findings:

streets and highways	327.6 acres*
railroad right-of-way	29.6
	357.2 acres

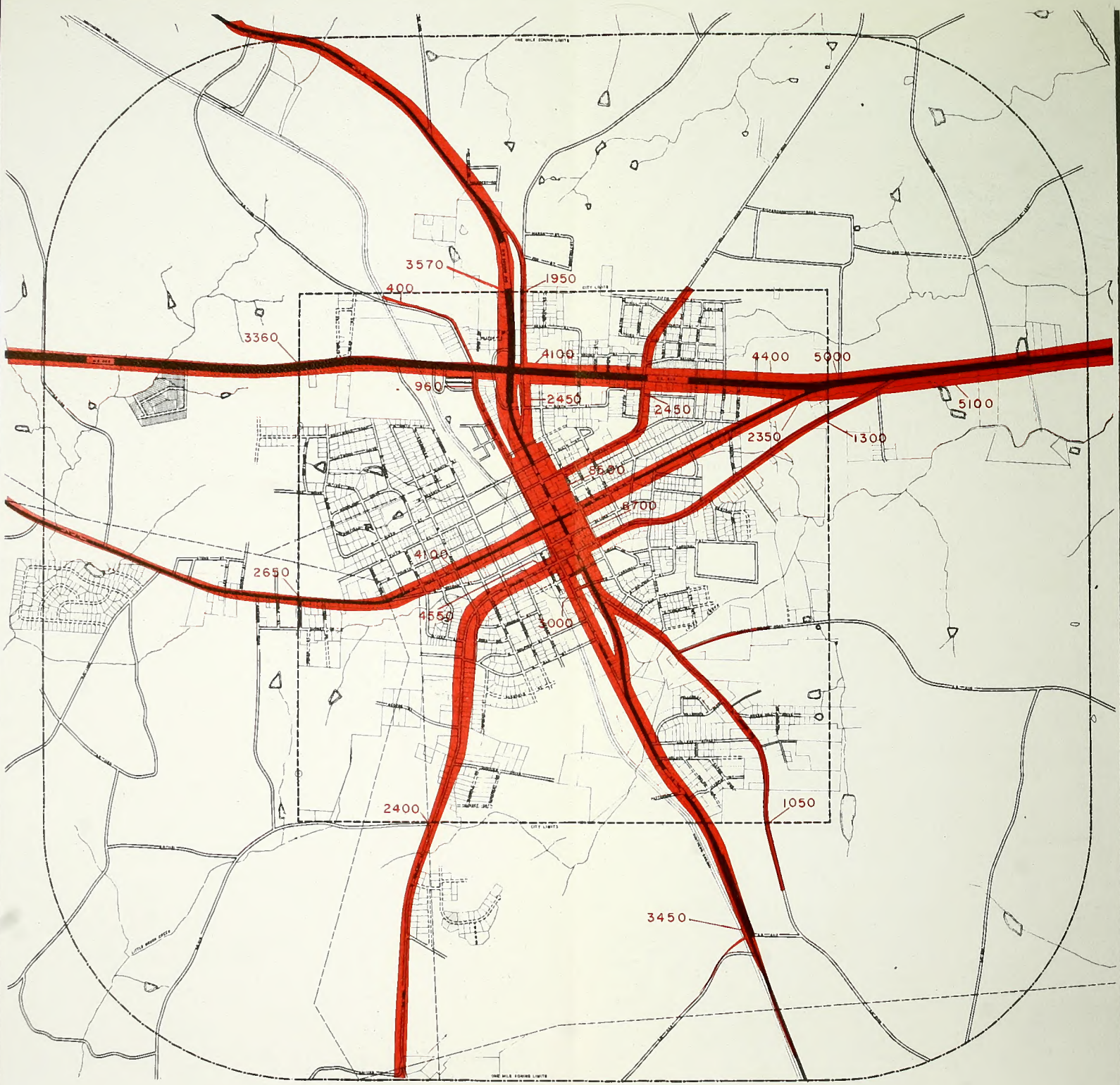
Other land use in this category accounted for 3.2 acres making the total for transportation-communication land uses 360.4 acres or 31 percent of the total developed land in the town area. No definite pattern can be described other than to say that most of the transportation uses are oriented to the downtown area.

The airport to the southwest of town lies outside of the planning area and therefore has not been included in the acreage totals. The airport property at this time consists of 80 acres and would ordinarily be a part of this classification.

Acreage of the transportation land use may be helpful but it should be recognized that all traffic arteries serve different volumes of traffic. A partial picture of traffic movement is depicted in the traffic volume map on the following page. This map shows volumes for only state maintained arteries. The heaviest traffic generators in the town would be the downtown, the high schools, industrial plants, and shopping centers. Traffic to and from these points would have certain peak traffic volumes.

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* U. S. 421 R.O.W. accounted for 24.3 acres and the U. S. 64 and 64A R.O.W. involved 37.2 acres.



SILER CITY
NORTH CAROLINA

N

TRAFFIC VOLUMES

1966 ANNUAL AVERAGE DAILY
24 HOUR TRAFFIC VOLUMES

2,000
4,000
6,000
8,000

SOURCE: N.C. STATE HIGHWAY COMMISSION

VACANT LAND

In the total planning area, this category of land use contains the majority of the acreage. Vacant land includes all forested areas, farms, lakes and streams, vacant fields; in short, everything not tabulated in one of the other land use classifications.*

Within the town there are 1,385 acres classified as vacant land. This is over half of the area within the corporate limits (actually 54 percent). This large amount of vacant land inside the town limits is primarily the result of the sizeable acreage included in the area annexed in 1960. Some of this acreage is still farmed, still more is in forest land (in six different parts of the town), and other vacant acreage is likely to remain as undeveloped land (floodplain land and areas of steeper slope).

An advantage to the community is that this vacant land exists, for the most part, in large parcels of land. This is beneficial in that a choice of large tracts is available for development. It likewise gives the community a chance to plan how to develop the land. On the other hand, small parcels of vacant land within the developed areas may create problems. Utilities and streets, for example, are not being utilized to capacity where they front vacant land. The situation worsens if development is separated by large tracts of vacant land.

Ideally, the urban area of Siler City should extend outward in a contiguous manner. The actual pattern, as it has developed, is one where all around the community there are small satellites of residential development. Between these satellites and the urban area of Siler City are often vast amounts of vacant land. Either the developer, the homeowner, or the town must pay to extend the desired municipal services past these expanses of unused land to the islands of residential development. Often, the residents in these areas feel it is more desirable to do without

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* One acre of each farm was tabulated as a residential land use.

municipal services such as water and sewer, garbage and trash collection, street lighting, etc. This type of urban sprawl should be discouraged by the town in favor of subdivision development adjacent to the developed sections of the community.

Some of the vacant land will be suitable for development; it may even be very close to existing municipal services. Other vacant land might be most suitable as a buffer between developed areas (e.g., floodplain) or as land to be held for specific use in the future. This land should be preserved as such. Selective land purchases by the town, open space easements, farsighted zoning, and an alert citizen awareness to the importance of land preservation can all be used together by leaders in Siler City to derive, maintain, and preserve a desirable land use base and pattern. At the same time, they can be putting some of the vacant land to use and can be selective in encouraging development to occur.

Vacant Land in the Fringe Area

The eleven square miles in the fringe are almost eighty-seven (87) percent undeveloped.* The farming activity will continue to predominate in the fringe; however, it can be expected that more urban land use will move into the fringe area. The town area is far from crowded; the fringe is more so. It is an opportune time for the town to establish their ideas for future development within the planning area and strive to direct the development of one of their biggest resources -- the undeveloped land.

The following table provides a quick summary of the vacant land totals in the planning area. For a better comprehension of the location of vacant parcels related to the developed urban pattern, consult the existing land use map on page 28.

* Acreage in roads not measured in fringe area.

TABLE VIII

VACANT LAND
SILER CITY PLANNING AREA

	Undeveloped or Vacant Acreage	Total Acreage	Percent Vacant
Town of Siler City	1,385	2,560	54
Fringe Area	6,234	7,130	87
Total for Planning Area	7,619	9,690	79

Barriers to Development

Not all vacant land in the planning area is developable. There are many instances in and around Siler City where barriers slow the advance of urbanization and sometimes where they completely prohibit further construction. The railroad and U. S. 64 are two examples where the land use has been retarded by the barrier. The land development has either stopped or spread out along the barrier. Finally the land use has "jumped" to the other side of the barrier and continues in developing in a pattern that reflects the presence of the barrier. The railroad extending north from Hadley-Peoples to the city limits is an illustration of a barrier to development. Other barriers which will affect development are high tension lines, floodplains, steep topography, large estates and zoning limits. All are affecting the non-use of land in Siler City.



SILER CITY
NORTH CAROLINA

AREA SERVED BY WATER SYSTEM

1"& 2" MAINS
6" MAIN
8" MAIN
10" MAIN
12" MAIN

THOUGHTS FOR LAND USE DEVELOPMENT

In striving for orderly development and a scheme of compatible land use relationships, several problems common to many communities should be recognized. Controls such as zoning, subdivision regulations, housing codes, fire insurance regulations and the adopted land development plan should work together to achieve the common goals of the community's development. Listed below are brief discussions of problems and opportunities that are found in the Siler City situation.

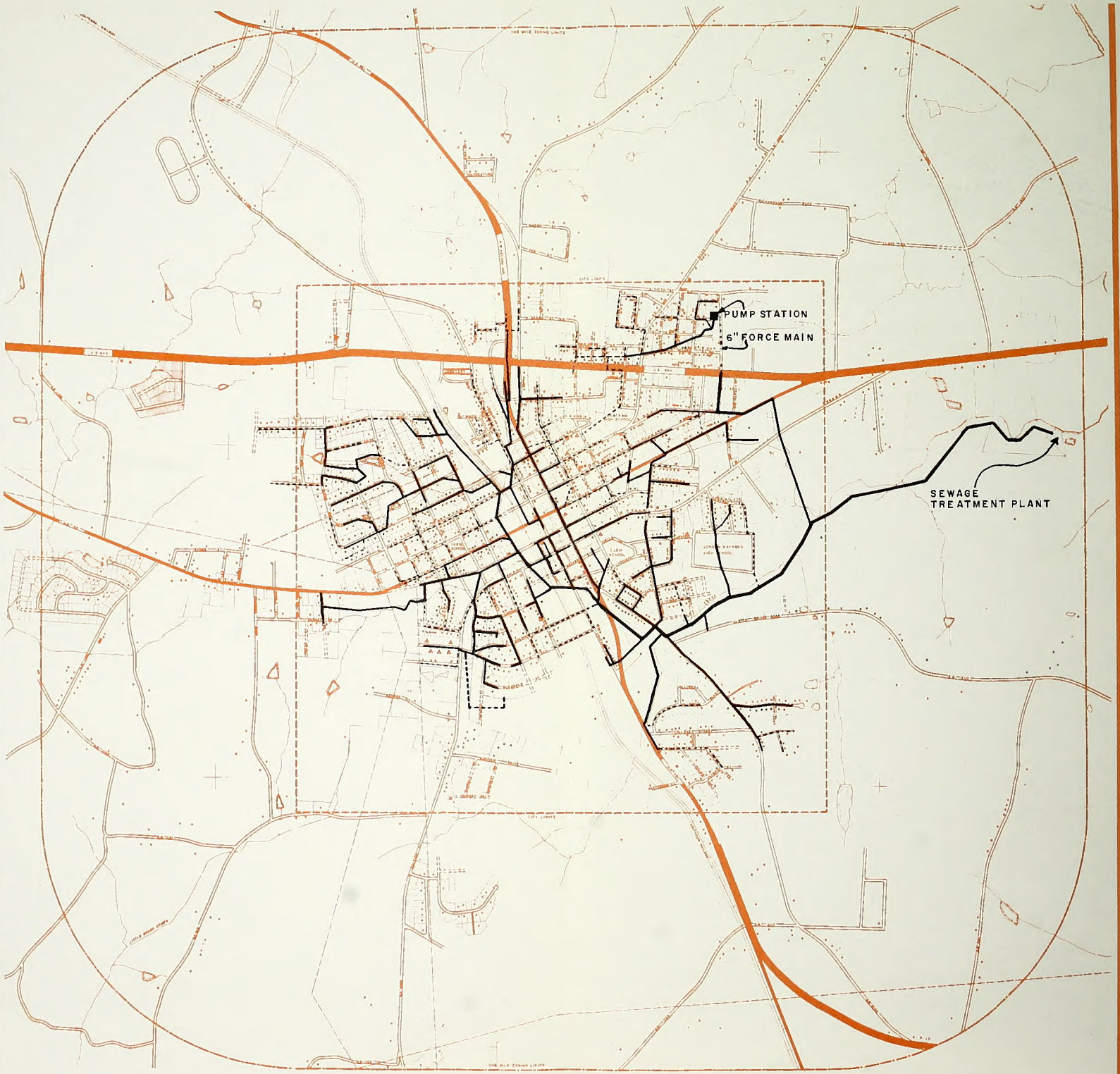
Guided Development

The planning board, town officials and citizens will later arrive at a flexible plan that is considered to be most desirable for the welfare and growth of the community. There is purpose behind the reasoning that development should take place in one area of town rather than another. Perhaps the soils were the reason in one case; the extension of available municipal services in another.

Let us look at municipal services, for example. It is most economical to have development occurring where water and sewer lines exist. A compact city will cost the town less to operate than one which has large parcels of vacant land between developed areas.

The maps of existing water and sewer lines in Siler City (pages 60 and 62) are concentrated primarily in the most urbanized portions of Siler City. Consideration should be given to the size of line extending near or to a possible development area as this will influence the intensity of development and the type of land use. Alone this is not enough. The suitability of the soil for development, the condition of slope and the availability of access all work together in determining the desirability of a particular area. The potential of vacant land for future development will be analyzed in respect to these determinants in the Land Development Plan.

SILER CITY
NORTH CAROLINA



AREA SERVED BY
SEWER SYSTEM

6" MAIN
8" MAIN
10" MAIN
15" MAIN

Streets as a Factor to Development

The opening of new streets or even an extension of an existing street will create new areas for development and at the same time enhance the accessibility to certain existing areas. Nearly every street constructed in Siler City has encouraged urban development -- planned and unplanned -- in the area served by the new street. Urban development stretches along the roads that radiate out from Siler City in a finger-like fashion. The intensity of these radial developments are often directly related to the quality of the road it accompanies. In the same phase of development, vacant land extends into the corporate area in finger-like projections between the developed areas adjacent to the traffic arteries. Those vacant areas usually remain so because there are no streets and roads to serve those parcels. The relationship between the pattern of urban development and the transportation pattern therefore is a very important planning element for consideration.

Circulation

A transportation system is a large user of land; however, it usually serves all of the land uses in the community. In the analysis of the Communication-Transportation land use category, it was pointed out that 327 acres or 89 percent of the land in that category was in streets. The circulation pattern represented by the transportation network not only forms a framework for land development but also influences the structure of the community's future development.

The existing circulation pattern is very much a part of the initial gridiron street pattern which functioned for past transportation modes, i.e., the horse and buggy. Most of the streets intersect at right angles; however, some of the streets intersect at odd angles and consequently create dangerous intersections. Dead-end streets, unpaved streets, poor street design and alignment are other aspects which hinder circulation. In the future projections of the land development scheme, provisions will be

made to update the circulation system so that it might be more serviceable to the automobile. The future land development in the planning area will be closely related to the available paths of circulation.

Sidewalks, Curbs and Gutters

All necessary utilities have not been installed in new areas of development in the planning area. Sidewalks, curbs and gutters are often omitted in residential and other development projects. It would be most desirable for these facilities to be provided in areas near public meeting places like the town hall, the new public library, all schools and churches. For provision of these facilities in future developments, the town should formulate a policy dealing with the inclusion of sidewalks, curbs and gutters as a part of the overall project. More specifically, the town could form a policy to insure that developers of new subdivisions provide sidewalks, curbs and gutters. A benefit assessment policy could be applied to provide these facilities in areas already developed.

Commercial Strip Development

The need to reduce this kind of development in favor of clustered business areas has been previously discussed (page 46). Clustered commercial areas, although desirable, will not cure all commercial land use problems. Strip development may find encouragement if there is too much commercially zoned land.

Incompatible Land Use Mixtures

At times, land uses may be incompatible with a neighboring land use. There are types of land use activities that may be obnoxious or a nuisance when located adjacent to or in proximity to one another. Often both uses suffer. Protection should be offered to preserve the character of use or functional districts from accidental and deliberate affronts from non-complimentary uses. Without protection and forms of land use control,

nuisance characteristics will remain unchecked and may continue to worsen in some neighborhoods.

Some areas have been preserved from invasions of incompatible land uses. The Homewood Acres area in the west part of town has been secured as an attractive residential area. In cases like this, deed restrictions, informal understandings, or zoning and pressure from landowners within the area have maintained the character. Deed restrictions are formal contractual obligations which are the most likely to preserve the residential atmosphere in Homewood Acres.

Areas of town around the central business district are usually susceptible to invasion by commercial uses. This "zone of transition" could have had many noncompatible land uses without zoning. The zoning has protected the property owners in residential neighborhoods.

A third case might exist with industry. Some industries are clean, odorless, noiseless. Others are just the opposite. Siler City has a history of manufacturing which grew up near the downtown business district but of more importance, next to the railroad tracts. Some of these industries over the years have maintained the same production techniques and products; others have changed production. With some of these industries, there may remain no need whatsoever to be located near the tracks or in this location for today's production processes. An undesirable land use relationship continues to exist in those cases where there are conditions of smoke, odor, and, to a lesser extent, noise. It is just as important to preserve the commercial from the manufacturing areas and vice-versa as it is to preserve the manufacturing and commercial areas from residential neighborhoods and the other way around.

Poor Street Design

The majority of the streets form a gridiron pattern. Most newer subdivisions are using the curvilinear street pattern which reduces the amount of street mileage to maintain and saves

developers money, discourages through traffic and follows the topography. Examples of acute angle intersections, offsets in street alignments, and dead-end streets with no turn around are all found in Siler City.

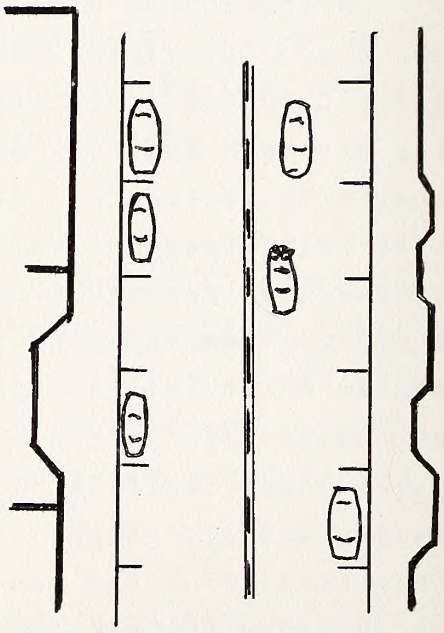
Parking Areas

Parking in the downtown commercial areas can be solved best through the use of designed parking areas. Appearance problems and confusion can be alleviated by placing parking lots off the street right-of-way that are both easily visable and easily accessible. By doing this, the street is clear for its primary function -- the movement of traffic. Visibility becomes clearer, and the street appearance is improved.

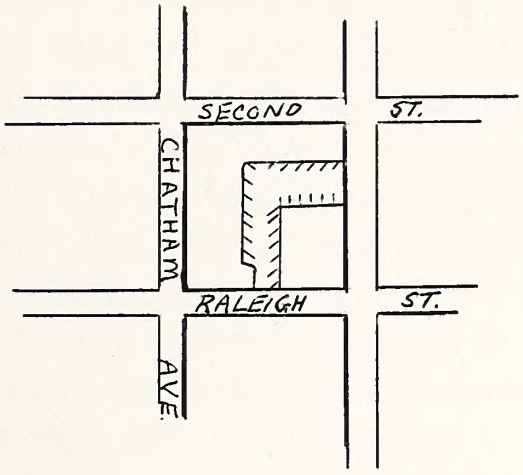
To illustrate:

Curb parking

1. Store fronts are hidden by parked cars.
2. Although convenient when available in front of a particular store, parking is very inconvenient when these spaces are filled.
3. Parking interferes with, endangers, and congests normal street traffic.
4. Pedestrians may unexpectedly step into the traffic from between parked cars.
5. When parking spaces are empty, the street edge is unattractive



Off-street parking



1. Parking spaces are (a) easy to find, and (b) easier to get into and out of (c) without interference to traffic movements.
2. Street edges are free to be landscaped attractively.
3. Improved rear entrance for shoppers.
4. Improved parking area which puts valuable downtown land to use.

Flood Plain Development

Planning for land use on the floodplain first should exclude the construction of any new buildings. Development on a floodplain takes no account of the function of the floodplain. Problems can be avoided by simply choosing more appropriate building sites. Recreation areas are often considered to be the best land use on floodplain areas.

The drainage map (page 20) shows those areas subject to flood. To the south of town is a low area where Love's Creek drains eastward. This area would be suitable for recreational usage. Tile drainage and recreation facilities might be the only improvement necessary. The function of this park could be different from the town maintained Bray park located nearby. Along other drainage courses, the floodplain might be developed into a ribbon of parkland. This application would be attractive especially along streams which pass through or along residential areas. The undevelopable land in Homewood Acres along the drainage channel and along East Third Street are two locations where this could be done.

Dilapidated Housing

This condition could be much relieved through urban renewal programming, public housing projects and community efforts. Dilapidated housing does exist in Siler City and also in the fringe area. Blight conditions and the worst housing conditions (in terms of structure and appearance) are to be found primarily in minority group neighborhoods. When deterioration begins in a neighborhood, the node of the condition spreads out, infecting first those houses closeby, and finally destroying the character of the entire neighborhood. Dilapidated housing should be replaced through one of the above mentioned programs. To let conditions of poor housing exist is an insult to the town and to the other persons living in the town. Dilapidated housing does nothing for the health, morals, and general welfare of the community; it is detrimental to the community on all counts and therefore should be eliminated entirely. See the discussion of poor housing on page 41.

CONCLUSION

The land use survey and analysis is a basic inventory of land use and development considerations. This reference is essential for any meaningful and effective future physical planning for the community. Extracted from the text are some of the most important development considerations:

1. There is a large amount of undeveloped land within the town limits. The most suitable area for development is in the southern portion of the planning area. To the northeast is the most limited area for urban usage in terms of soil characteristics. Sewer lines cannot easily be extended west of the corporate limits to provide gravity sewage flow as this area lies in another drainage basin.
2. Land that can easily be served by city water and sewerage should be developed first. The town officials should encourage this as much as possible. Because of the large amount of vacant land within the town limits that is close to city utilities, excessive future development should not have to take place in the fringe area.
3. Industrial uses that create noise, smoke, or odor should be located where prevailing winds will carry these objectionable traits away from urban areas. The industrial park is well located from this standpoint.
4. Major business generators (clothing stores, services, etc.) should be located in the Central Business District. Secondary uses should be located out along highways; however, these commercial developments should not be permitted to choke the traffic circulation.
5. Future public plans in Siler City must be realistic in providing the appropriate amount of land for each type of urban development to meet demands of growth.

Growth can be a continuous process, built upon the historic development, and enhanced by planning for future development. This survey and analysis is one of several tools for future planning. But it is an important source of knowledge. It gives reason why some things have happened, why some other things are likely to occur in the future.

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